

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

25X1

COUNTRY	Bulgaria	REPORT	
SUBJECT	1. The Lyaskovets-Zlataritsa Railroad 2. Road Construction in the Sliven Area	DATE DISTR.	7 May 1953
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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### The Lyaskovets-Zlataritsa Railroad

1. In the autumn of 1947, a rail line was started between Lyaskovets (N 43-06, E 25-42), Gorna Kryzhovitsa, Okolitsa, and Zlataritsa (N 43-03, E 25-54). The line is approximately 22 kilometers long and passes through the villages of Dragizhevo (N 43-04, E 25-44), Tserova Koriya (N 43-02, E 25-45), Kolanluka (sic), Kapinovo (N 43-01, E 25-47), and Zlataritsa. The road was constructed to facilitate forest exploitation in the Stara Planina Mountains. In November 1952, three passenger trains left Zlataritsa for Lyaskovets daily, at 9:00 a.m., 12:20 p.m., and 4:00 p.m.

On 7 November 1952, about 100,000 cubic meters of lumber, firewood, etc. on the station platform in Zlataritsa. 25X1

### Road Construction in the Sliven Area

2. In 1947, construction was begun on a road from Kotel (N 42-53, E 26-27) to Kipilovo (N 42-54, E 26-14). At the beginning of November 1952, the road had not been completed, nor had the bridges near Kipilovo been constructed. The road was to be constructed to connect the forestry enterprise in Kipilovo with the government Veneer factory in Kotel. The road presently passes through Sliven (N 42-40, E 26-19); the new road will pass through the village of Arkara Makhle (sic, possibly Arkekeri Makhalesi, N 42-55, E 26-17). The construction on the road was done by residents of the area who were summoned for compulsory labor.
3. In 1952, the Ruse-Kurdzhali (N 41-39, E 25-21) highway was being widened in the vicinity of the "Haim Boaz" mountain pass. 25X1

25 YEAR RE-REVIEW

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STATE	X	ARMY #	X	NAVY #	X	AIR #	X	FBI		AEC					
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4. In the spring of 1950, work was begun on the construction of a new road from Byala (N 42-44, E 26-11), Sliven Okoliya, to the new "Amzzh Dere" (sic) Coal Mine, approximately eight kilometers north of Byala, and from there to the Elena (N 42-56, E 25-52) - Sliven highway. The road is about 16 kilometers long and about six meters wide. Three and one-half of the six meters width is paved. At the beginning of November 1952, only the first 10 meters of the road had been paved, but the bridges had been completed. The road has seven bridges over the Amzzh Dere River. The first three from Byala are located as follows: one, approximately eight meters long and four meters wide is located approximately 100 meters north of Byala; the second, about eight meters long and six meters wide, is located approximately three and one-half kilometers north of Byala; the third, approximately eight meters long and six meters wide, is located about eight kilometers north of Byala near the Amzzh Dere Mine. All three of these bridges are of stone and cement construction; [redacted] The road was built only for transporting coal from the Amzzh Dere Mine, and there are no villages along its route. 25X1
5. In 1950, work was begun on the construction of a road from Byala through Byala Palanka (N 42-45, E 26-07) to Kostel (N 42-53, E 26-00), Elena Okoliya. In November 1952, approximately 20 kilometers of the road had been completed, and linked Byala with the villages of Novachevo (N 42-45, E 26-10), Gradsko (N 42-46, E 26-08), and Byala Palanka. The road will be 35 kilometers long and approximately five meters wide.
1. [redacted] Comment: "Amzzh" is an incorrect transmittal of the Turkish name of a Bulgarian river. Since the river is very small, it is outlined on the Deutsche Heereskarte 1:100,000 series, but is unidentified. The name "Amzzh" is therefore transmitted herewith as received, in that that the [redacted] have the opportunity to correctly identify the name correct Turkish name. 25X1

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